

City of Kenmore



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607, Kenmore, WA 98028
Phone: 425-398-8900 - Fax: 425-481-3236 - E-mail: cityhall@kenmorewa.gov

City of Kenmore
City Council Special Meeting
5:30 p.m., Monday, April 15, 2013
City Council Regular Study Session Meeting
7:00 p.m., Monday, April 15, 2013
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please call the City Clerk at 425-398-8900. You may also stop by City Hall at 18120 68th Avenue NE, Kenmore. Council agendas are also available on our website at www.kenmorewa.gov.

- I. CALL SPECIAL MEETING TO ORDER - 5:30 p.m.**
- II. EXECUTIVE SESSION**
Pursuant to RCW 42.30.110(1)(b), Property Acquisition; RCW 42.30.110(1)(c), Property Disposition; and RCW 42.30.110(1)(i), Potential Litigation
- III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION**
- IV. ADJOURN SPECIAL MEETING**
- V. CALL REGULAR MEETING TO ORDER - 7:00 p.m.**
- VI. ROLL CALL**
- VII. STUDY SESSION AGENDA**
 - A. Kenmore Business Incubator Report - Nancy Ousley, Assistant City Manager
 - B. Sidewalk Program Discussion - Kris Overleese, Engineering & Environmental Services Director, and Kent Vaughan, Senior Civil Engineer
- VIII. STAFF REPORT**
- IX. COUNCILMEMBER COMMENTS/REPORTS**
- X. ADJOURNMENT**

Upcoming Meetings:

Tuesday, April 9, 2013 Northshore Summit Park Workshop

7:00 p.m.

City of Kenmore - Council Meeting Agenda for April 15, 2013

Upcoming Meetings:

Tuesday, April 16, 2013	Joint Planning Commission/City Council Meeting	7:00 p.m.
Monday, April 22, 2013	City Council Special & Regular Meeting	6:00 p.m.
Monday, April 22, 2013	Kenmore Transportation Benefit District Board Meeting	8:30 p.m.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Kenmore Business Incubator Report	For Council Meeting Agenda of: 15 April 2013 Department: Executive Prepared by: Nancy Ousley Initial & Date Approved by Department Head: <u>NKO 3 APR 2013</u> Approved by City Attorney: _____ Approved by Finance Director: _____ Approved by City Manager: <u>RJK 4/3</u>
Proposed Council Action/Motion: Report and Discussion	Exhibits/Attachments: Program Material
Expenditure Required \$0 Amount Budgeted \$238,000 for 2013-2014 Appropriation Required \$0	
<u>INFORMATION/BACKGROUND:</u> The Council authorized establishing a two year pilot Business Incubator Program in September 2012, and in November 2012 approved a lease contract for office space, a consultant contract and funding for the program in the 2013-2014 Budget. Staff and Program Consultant Barry Weisband will provide a status report to the Council on the Program start-up activities.	
<u>FISCAL CONSIDERATION:</u> The program expenditures to date are within budget, and sublease payments are offsetting some of the City funding. As more businesses participate, the offset amount should increase.	
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Continue to Implement the Economic Development Strategy	

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VIIA. Kenmore Business Incubator Report - Nancy Ousley, Assistant
City Manager

Welcome to the Kenmore Business Incubator

It is our objective that as a client of the Kenmore Business Incubator (KBI) you will attain your goals for success. KBI will be integral to the establishment and growth of your new venture. The incubator is here to assist you. We encourage you to take advantage of the business and technical services and support afforded to the KBI incubator clients.

KBI is sponsored and managed through the City of Kenmore. Additional support is provided by a number of partner organizations that provide services and assistance to KBI clients.

The purpose of this handbook is to inform the clients and interested parties of the policies and procedures that are not delineated in the formal lease agreement. Further questions or requests for special services may be submitted to the City of Kenmore City Manager's Office at any time.

We welcome any thoughts and ideas on how KBI may better serve you.

Your success is our success!

Overview

The Kenmore Business Incubator is a pilot program launched by the City of Kenmore Washington in 2012 which offers helpful business resources for entrepreneurs to launch and /or grow their new companies. The KBI fosters a climate for entrepreneurial activity and creates an infrastructure for early stage service and product based start-ups. These new companies will grow, create jobs and maintain strong ties to the local area economy, regional business development initiatives and be aware of national trends and opportunities. During the two year pilot period, the City plans to work with partners toward establishing a long term business incubator program.

The KBI's home is a 3,000 square foot suite of offices, conference room, open working space and convenient kitchen. The City of Kenmore has created a pilot business incubator that offers the following services and activities:

February 2013

- Low cost office space convenient to transit, Burke-Gilman Trail and downtown business area
 - Provide technical business assistance to entrepreneurs and small businesses;
 - Facilitate access to the Puget Sound management professionals and academic community through corporations, educational institutions, successful entrepreneurs, and industry experts;
 - Create an entrepreneurial culture by providing continuous educational and business planning support to start and grow new companies and existing businesses in the City of Kenmore; and
 - The rental rates in the incubator are very affordable. Depending on the type of work area, monthly rental rates will range from \$150-\$350. As part of the rental rate, entrepreneurs receive the following benefits:
 - Mentors and access to networking events
 - 24/7 access and parking
 - Secure, furnished office space
 - Conference room and small meeting room
 - Options for business mailbox address and shipping drop
 - WiFi Internet connectivity, fax and printer
 - Invitations to sponsored workshops and seminars
 - kitchen / break room
 - Listing on the City of Kenmore and KBI web site

If you are interested in becoming a KBI Business, please contact the City Manager's Office for an application by calling (425) 398-8900, or download an application from the City of Kenmore's website at www.kenmorewa.gov.

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Kenmore Business Incubator (KBI)

Program Client Agreement

Each applicant will agree to the following items listed below to be considered as a KBI client. In addition to agreeing to these specific items, the KBI clients will be required to follow all relevant policies and procedures as established and set out by the City of Kenmore and its KBI.

1. Be an existing micro/small business, already legally established with relevant business documentation:
 - a. Applicable business licenses/certifications
 - b. Relevant Insurance
 - c. Verification of Current Tax Return Filings (Personal or Corporate)
2. Submit a completed application.
3. Demonstrate ability to pay the on-site KBI rental fee, including one month security.
4. Agree to a background check to include financial, criminal, and references.
5. Participate in a personal interview.
6. Participate in the KBI orientation session.
7. Participate in workshops, seminars, mentoring sessions, and monthly progress review meetings.
8. Be well suited as a business to the incubator environment such as a start-up or transitioning home-based business.
9. Illustrate good potential for business advancement after a maximum of 2 years of Incubator support and in particular meet the graduation guidelines.
10. Sign a Participant's Sublease Agreement

Agreed to:

Client Signature

Date

February 2013

Eligibility Requirements

In order to be eligible for consideration, an Incubator candidate should:

1. Be a new venture that is a for-profit business.
2. Have a product or service that can be commercialized within two years.
3. Be in the early stages of business development.
4. Demonstrate strong market for products or services.
5. Have potential for positive economic impact on the community through:
 - A technology, product or service deemed to have a high potential impact in the marketplace or community.
 - Potential for rapid company growth and the associated creation of new high paying jobs.
 - Positive impact on the tax base of local and state government.
6. If at all possible the company should plan to remain headquartered in Kenmore, and/or be willing to be listed as graduates/participants in the program.
7. The Founder/President/CEO/Director will be located in the incubator.
8. Have a basic business plan or a written description of the business, a market analysis, and a financial forecast.
9. Have a management team plan that demonstrates an ability to handle both the technical and managerial aspects of the business.
10. The management team is willing to seek and accept assistance from the KBI and its partners and service providers.
11. Be well-suited as a business to benefit from the KBI services, the business incubator environment, technical and business expertise.
12. Be compatible with other participants in order to maintain a productive environment for all participants.
13. Should not be in direct competition with other Incubator businesses
14. Agree to participate in the incubator's business assistance/networking programs and to cooperate in achieving the incubation program's mission.
15. Willingness to attend at least six (6) business incubation program educational seminars/workshops per year.

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Client Review and Progress

Each KBI client will have a monthly review with the KBI and mentors. This is a regular progress review. KBI will post the reviews on the monthly calendar so that the date of each client review is public and easily accessible.

The client will produce a brief written update and be involved with in a collaborative discussion. The report will detail overall progress with a focus on the preceding review period.

KBI Graduation Requirements

Prior to graduation, each KBI client needs to show that it has completed a comprehensive business plan. In addition, the client will have worked with an assigned mentor who provides the KBI with a positive assessment of the progress made by the clients and that the new venture has launched and has met its go-to-market objectives OR the client has sufficiently achieved its planning goals to implement go-to-market strategies.

More specifically, the client may graduate from the incubator when one or more of the following achievements have been met.

The new venture has launched and reaches annual sales of \$1 million.

The company may have been acquired by a more established firm and can continue to foster its growth.

The startup receives a successful public or private stock offering of more than \$250,000.

The new firm exceeds the capacity of the KBI.

The company is a client for more than two years.

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Kenmore Business Incubator (KBI)

Rate Schedule

- One desk space with 24 hour access - \$150 per month
- Separate Office (depending on space)-- \$250/\$300/\$350 per month
- Security Deposit--\$250 or the equivalent of one month's rent, whichever is greater

February 2013

CITY OF KENMORE BUSINESS INCUBATOR PROGRAM APPLICATION

BUSINESS SUMMARY

The following questions are intended to provide a summary of your business. These questions should be answered and submitted to the City of Kenmore Business Incubator Program as part of the application as a tenant.

1. **WHAT WE DO**
Provide a description of the business, including the range of products and/or services offered. Describe the significant problem that your business solves for its customers in the market place.
2. **HOW WE DO IT – WHAT MAKES US UNIQUE**
Describe the key factors that differentiate your business. How will you gain, sustain and grow a market position? What is your “unfair competitive advantage” that your competitors can not duplicate?
3. **WHO ARE OUR CUSTOMERS AND PARTNERS**
Describe the market, the purchase decision makers in the market, the sales and distribution channel(s), and the sales cycle. Insure that the information is specific to *your* business opportunity vs. a generalization of the industry.
4. **HOW WE MAKE MONEY**
Describe the revenue model for the business. Provide details of the primary revenue source and include others if needed.
5. **HOW LARGE IS THE MARKET OPPORTUNITY**
What is the size of the specific market and how much can you expect to capture annually over the first THREE (3) years of operation. Please provide data annually.
6. **WHAT ARE THE COMPETING SOLUTIONS**
Describe the alternative products and suppliers that offer your customers a solution. Describe how your solution is superior to the competition.
7. **WHEN WE EXPECT TO BE SUCCESSFUL and PROFITABLE**
Describe the major milestones and challenges for developing the business.
8. **WHO WE ARE**
Describe the principle participants in the business and the positions that need to be filled. What specific strengths and resources does your team bring to the opportunity? What makes you, as individuals, unique?
9. What services or support are you interested in/how do you think the incubator will help your business?

**KENMORE BUSINESS INCUBATOR
GENERAL INFORMATION**

Name of Business:

Principal Officer(s) and Titles:

Contact Information for Principal Officer/Person Completing this Application:

Name:

Address:

City:

State:

Zip Code:

Office Phone:

Cell Phone:

Email Address:

Date Business was established:

Form of Business (LLC, S Corp., etc):

State and/or Federal ID:

Name(s) of company personnel proposed to occupy space in the Incubator:

1. ☐ US Citizen; ☐ Work Authorization; ☐ Neither
2. ☐ US Citizen; ☐ Work Authorization; ☐ Neither
3. ☐ US Citizen; ☐ Work Authorization; ☐ Neither

Have any company personnel been convicted of a felony or been incarcerated in the past seven years?

What type of space do you need in the incubator (work station, office, desk, etc)?

Requested Move-in Date:

Please provide two (2) business/professional references:

Name:

Organization:

Phone:

Email Address:

Name:

Organization:

Phone:

Email Address:

Return application form to:

KENMORE BUSINESS INCUBATOR
FACILITY USE POLICIES AND INFORMATION
MARCH 2013

Note: These policies are subject to specific terms and provisions of Participant Sub Lease Agreement. The policies may be updated by the City as necessary during the Incubator pilot period. Participants shall provide a copy of these policies to each employee.

Access to the premises is available 24/7 via secure keypad. Each employee will be assigned an access code. This code should be kept confidential to each individual. The City will provide a "do not duplicate" hard key to each company CEO/director, but the hard key should not be used to enter the building unless the keypad is not functioning. Please advise the City of any personnel changes in your company so access codes can be updated.

No reception or public entry is available at the Kenmore Business Incubator (KBI). If you are expecting a visitor, please have them call your mobile phone when they arrive, and you should meet them at the door.

The facility is accessible by stairs, so is not ADA accessible.

Free parking is available to participants: 3 spaces on the property are assigned to KBI and are signed as reserved for the City of Kenmore; participants or their visitors should not park in other spaces on the property. In addition, 10-15 spaces are available in the Kenmore Community Club parking lot across 73rd Ave NE from KBI. Parking is available in the Community Club lot Monday through Thursday day and evening and Friday until 6 PM. (final arrangements in progress) Please place a provided KBI parking pass on your dash if you are parking in the Community Club lot. The City will make reasonable efforts to advise participants if the Community Club spaces are not available due to a scheduled event at the Community Club (provided the Community Club provides notice to the City). On-street parking is also available.

Free Wi Fi is available to participants: each company will have a password to the network

Printer/fax/copier/scanner—each company will have a user code and will be billed monthly for use. Participants need to provide paper for their copier/printer use. For printer/copier service issues, please call City Hall at 425.398.8900 and ask for Teresa McAllister or email her at tmcallister@kenmorewa.gov. Alternate contacts are Nicole Walsh, Brian Randall or Jennifer Gordon if Teresa is not available.

Conference Room and Small Meeting Room at KBI is available with sign up schedule.

City staff/consultant/janitorial staff will be at the facility on a frequent/regular basis

Participant CEO/company head/director is responsible for the actions of company personnel at the facility

Locked storage or individual offices may be available on request. The City and Landlord will also have keys to the spaces. Janitorial staff will need to have access to office spaces as well. There will be a replacement fee for lost keys. The City reserves the right to institute an additional fee for locked storage compartments.

Companies may schedule events/meetings at the space; the City must be notified of any planned events at least one week in advance, and the planned event is subject to City approval, particularly if other participants may be affected by the event. If the City schedules an event in the space, the City will make best efforts advise participants one week in advance and the City will seek to minimize any disruptions to participants.

Local Mail Service Options will be available to participants at their own cost. There is no mail delivery at the KBI.

Kitchen/Break Room: Aside from reasonable janitorial services, participants are responsible for cleaning up dishes, etc. after using the kitchen. Janitorial service is provided three times a week. See the Sublease Agreement for further details on facility maintenance responsibilities.

KBI participants will have access to reserving the Community Meeting Room at Kenmore City Hall at the Kenmore resident rate, subject to availability and room rental policies.

Furniture and Flooring: please do not slide furniture across the floor if you are moving it—pick it up. The wood floor will be scratched if you slide furniture on it, which may result in forfeit of your security deposit.

Service animals are the only animals allowed in the Incubator facility

No smoking, alcohol use, illegal drug use or illegal activities are allowed in the space

Please do not use candles or any other open flame in the KBI space

No additional signs on or around the premises or modifications to the space are allowed without the City's prior approval

QUESTIONS OR FACILITY CONCERNS DURING BUSINESS HOURS? Call City Hall at 425.398.8900 and ask for Nancy Ousley nousley@kenmorewa.gov Alternate contact is Jennifer Gordon.

FOR FACILITY IMMEDIATE ISSUES AFTER BUSINESS HOURS (EMERGENCIES): Call 206.296.8100



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Sidewalk Program Discussion Proposed Council Action/Motion: N/A	For Council Meeting Agenda of: April 15, 2013 Department: Engineering & Environmental Services Prepared by: Kent Vaughan, PE Kris Overleese, PE <table><tr><td></td><td><u>Initial & Date</u></td></tr><tr><td>Approved by Department Head:</td><td><u>KU 4/3/2013</u></td></tr><tr><td>Approved by City Attorney:</td><td>_____</td></tr><tr><td>Approved by Finance Director:</td><td>_____</td></tr><tr><td>Approved by City Manager:</td><td><u>POK 4/3/13</u></td></tr></table> Exhibits/Attachments: Exhibit A: Sidewalk Program with Attachments		<u>Initial & Date</u>	Approved by Department Head:	<u>KU 4/3/2013</u>	Approved by City Attorney:	_____	Approved by Finance Director:	_____	Approved by City Manager:	<u>POK 4/3/13</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>KU 4/3/2013</u>										
Approved by City Attorney:	_____										
Approved by Finance Director:	_____										
Approved by City Manager:	<u>POK 4/3/13</u>										
Expenditure Required: N/A Amount Budgeted \$N/A Appropriation Required \$N/A											
<u>INFORMATION/BACKGROUND:</u> Several years ago, Council began setting aside Real Estate Excise Tax funds to establish a future sidewalk program in Kenmore. In January 2012, Council set a goal to "Establish a 20 to 30 year sidewalk plan." At the December 3, 2012 Council meeting, the City Manager distributed the attached City Sidewalk Program prepared by Staff for Council review with the caveat that Staff would return to discuss the plan at a later date. As noted in the program, Staff recommends a six-year project list horizon that matches the Capital Improvement Program and re-visiting the list with Capital Improvement Program (CIP) updates. The purpose of this meeting is to provide Council with an opportunity to comment on the City Sidewalk Program. Staff will implement any changes to the program in 2014 when the CIP is revised.											
<u>FISCAL CONSIDERATION:</u> The 2013-2018 Capital Improvement Program provides \$674,950 in REET funds for sidewalk projects. There is \$174,950 available in 2013, with \$100,000 per year available thereafter. Staff will use the REET funds as match and apply for grants to fund the highest ranked sidewalk projects in the program.											
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Goal 7. To establish a 20 to 30 year sidewalk plan.											



City Of Kenmore, Washington

Memorandum

Date: November 30, 2012

To: Rob Karlinsey, City Manager

From: Kent Vaughan, Senior Civil Engineer
Kris Overleese, City Engineer

Subject: City Sidewalk Program

In 2012, City Council developed a goal to ***Establish a 20 - 30 Year Sidewalk Plan***. To create this plan, staff utilized previously compiled missing sidewalk segments and evaluated the missing sidewalk segments utilizing criteria. Working towards Council's goal, staff recommends a six-year project list horizon that matches the Capital Improvement Program. The Sidewalk Plan list of projects would be revisited every two years during the budget and capital improvement program adoption process.

Attached are six documents that comprise the City's Sidewalk Program:

- 1) Attachment A: Sidewalk Priority Criteria developed by staff based on the City's Comprehensive Plan Transportation Element;
- 2) Attachment B: A matrix listing arterial street segments, staff's priority rankings based on the Priority Criteria, and a planning level cost estimate to construct sidewalk on one side of the street;
- 3) Attachment C: Unit Cost Estimate Scenarios A, B, and C based on existing field conditions;
- 4) Attachment D: Federal, State, and Local Funding Sources;
- 5) Attachment E: Six year sidewalk implementation plan;
- 6) Attachment F: Vicinity Map of proposed sidewalk projects.

Sidewalk Policy Direction

The City's policy direction to provide for sidewalks can be found in the Comprehensive Plan, more specifically ***Comprehensive Plan Goal T-7: "Establish a Non-Motorized Circulation System Linking Key Community Destinations."***

This Goal is found in the Transportation Element Chapter. It establishes the importance of creating sidewalk and trail networks linking neighborhoods, the Downtown, and community destinations. Policy T-7.1.1 establishes arterial sidewalk installation as the top priority. The preferred pedestrian improvement is curb & gutter and minimum 5-foot sidewalk with landscaped buffer. City's Street Standards require a minimum 6.5-foot wide sidewalk on arterial streets when the curb is next to the traveled lane. To be conservative, and reduce the possible need to acquire right-of-way, the planning level

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City Of Kenmore, Washington

Memorandum

cost estimates were developed for 6.5 foot wide sidewalks placed directly behind the curb to reduce the sidewalk footprint.

Sidewalk Priority Criteria

Attachment A, Sidewalk Priority Criteria, were developed utilizing the guidance in the Comprehensive Plan within goal T-7 above. The sidewalk priority criteria are listed below:

- Pedestrian safety;
- Connection with community facilities and commercial centers;
- Continuity (filling missing links);
- Connection with transit routes and facilities;
- Distance from schools;
- Public support.

These criteria were utilized to compare the arterials in Kenmore that do not have sidewalks. The resulting comparison lists sidewalk segments and how they rate given the criteria and is listed in Attachment B: Sidewalk Matrix Scoring.

Sidewalk Matrix Scoring

The Sidewalk Matrix lists the arterial segments within the City, each segment's score based on the Sidewalk Criteria, and planning level estimates of probable cost. Two of the ranking criteria most critical to grant success were weighted by a factor of 2: Distance from schools and facility continuity. Staff recommends that the sidewalk rankings be used as a tool in selecting segments to pursue funding, but should not be set in stone. Over time, things change and needs change. Staff believes that Council should have the flexibility to choose sidewalk projects as they see fit provided the projects would score favorably for funding.

Sidewalk Unit Costs

A planning level estimate of probable cost is not based on design plans. It is an estimated linear foot cost of sidewalk applied to a length of segment (linear foot cost x linear feet of sidewalk = estimated cost). The planning level estimate of probable cost includes survey, design, construction and construction management. It is assumed that the sidewalk improvements can be constructed entirely within public right of way. The linear foot cost for installing sidewalk often seems high. Sidewalk projects are often challenging for the several reasons:

- 1) There are many unknowns and limited information available when determining the project costs. There are no field surveys or designs to reference and many assumptions are made to develop the estimates, which result in high contingencies.

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- 2) Staff aims to install the sidewalk in the "future" location based on the City's long term vision for the roadway. This often requires road widening. If hilly terrain conditions exist, retaining walls are often needed to cut into a hillside or fill where the right of way drops off.
- 3) Installations of curb/gutter/sidewalk generate new impervious surfaces that require storm water systems to satisfy newer development standards.
- 4) Utilities: power poles exist on roadway shoulders. When power poles require relocation above ground in public right-of-way, utilities bear the cost. However, in the downtown area, utility undergrounding is desired and the City must share this cost with the utilities. Utility undergrounding costs were not included in the planning level unit cost estimates.

Planning level unit costs were developed for three field condition scenarios shown in Attachment C. The scenarios are as follows: A) arterial streets where only shoulder exists (\$700 per linear foot); B) arterial streets where shoulder and storm drainage exist (\$500 per linear foot) and C) arterial streets where curb & gutter and storm drainage exist (\$400 per linear foot). The most common scenario in Kenmore is Scenario B where shoulder and storm drainage exist (\$500 per linear foot). Each linear foot estimate includes a 50% contingency and 40% mark-up to cover administration costs (15% design, 15% construction administration, 10% staff costs). Where more accurate linear foot cost data was available, it was used. For instance, the 68th Avenue NE Sidewalks Pre-design Study was completed in 2008 and provides linear foot costs exceeding the planning level estimates. This was mostly attributable to the need to build retaining walls along the alignment.

Sidewalk Program Funding

Policy T-7.1.5 establishes a variety of implementation strategies to complete the arterial and local sidewalk system. One of these strategies is to aggressively pursue grant funding for improvements. Given the City's limited resources, Staff has developed the City's sidewalk program and short term 2013-2018 implementation plan around this strategy. Projects that were included in the short term implementation list scored high in the rankings matrix, but also would score high in staff's opinion on grant applications.

When reviewing the Sidewalk Matrix rankings, the bottom line cost to construct sidewalk on arterial streets on one side of the road only is \$36 Million dollars. If these projects were addressed in a 20 year time frame, the City would need to allocate almost \$2 Million in sidewalk investment per year. Currently the City has been setting aside a little more than \$100,000 per year for sidewalks. Staff recommends continuing this strategy and use the money as grant matching funds for sidewalk projects to leverage the City's return on investment. Generally the program would strive to build one sidewalk project a year where the City's contribution would be less than \$100,000 (roughly 30%). With this strategy and successful grant applications, the City could complete roughly \$6.6M

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City Of Kenmore, Washington

Memorandum

in sidewalk projects over the next 20 years. Projects ranking high in the matrix but with a high price tag (such as the 68th Avenue NE Sidewalk segments) would be pursued when enough match money has accumulated in the sidewalk program. Another option would be to utilize reserves to provide match up front and allow the Sidewalk Program funds to re-accumulate. This would result in a year (or possibly two) where no sidewalk projects are built in the City.

Funding Sources

Federal, State and Local funding sources and their descriptions are provided in Attachment D. Historically, the most viable grant funding sources have been the WSDOT Pedestrian and Bicycle Program, WSDOT Safe Route to Schools, Transportation Improvement Board Sidewalk Program, and King County Community Development Block Grants. The Community Economic Revitalization Board (CERB) grant was not included in the program because its funding is not sustained. CERB has indicated that there is the possibility that they will release another call for projects in 2013. If this occurs, staff will submit another grant application for the NE 181st Street sidewalk segment. For the short term sidewalk implementation plan, it was assumed that the City would provide 25% in matching funds and 5% for upfront grant preparation and staff costs.

Public Involvement

To date there has been no specific public meetings on the development of this sidewalk plan. Several public open houses were held in past years voicing support for two of the projects listed: **T 27-4 West Side of 68th Ave/202nd ST from 198th ST to 66th Ave** and **T-27-5 West Side of Arrowhead Drive from 64th Ave to 151st ST**. Of the other three projects listed, **T 27-1 East Side of 68th Ave NE from 182nd to 185th ST** has been successfully funded with a TIB grant in 2012, **T 27-2 North Side of 155th ST from 84th to 86th Ave** has a pending WSDOT Pedestrian and Bicycle Safety grant submitted in 2012 (results to be revealed in 2013) and is a continuation of the NE 155th ST sidewalk project constructed in 2002, and **T 27-3 South Side of 181st ST from 68th to 73rd Ave** is a continuation of the NE 181st ST sidewalk improvements constructed in 2007 as part of the SR522 Phase 1 Stage 1 project. Future public input opportunities will be available in the next budget biennium when the Sidewalk Program is revisited.

Summary

Staff recommends a six-year project list horizon that matches the Capital Improvement Program. As mentioned, Staff recommends re-visiting the list with Capital Improvement Program (CIP) updates. See Attachment E for six year planning horizon and Attachment F for vicinity map of projects in years one through six.

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Attachment A

Sidewalk Priority Criteria

City of Kenmore, Washington

The improvement prioritization process ranks potential sidewalk projects based on the Comprehensive Plan sidewalk priorities, T-7.1.1 and T-7.1.2, and other appropriate measures. The criteria include pedestrian safety; connection to services and facilities; completion of links in the system; connection to transit; distance from a school and public support. Because the Comprehensive Plan Policy T-7.1.1 requires sidewalks on Arterials to be the highest priority, only arterial streets were prioritized. The six criteria are described below:

1. Pedestrian Safety Policy T-7.1.2.b.1

Description: Will the improvement increase pedestrian safety?

Does this improvement:

- Separate pedestrians from vehicular traffic, especially in high traffic areas?
- Improve width of sidewalk and surface conditions?
- Address potential conflicts at street crossings?

Points: 3 = High concern for pedestrian safety along this route due to vehicle speeds and walking conditions.

2 = Moderate concern for pedestrian safety along this route due to vehicle speeds and walking conditions.

1 = Low concern for pedestrian safety.

2. Connectivity with Community Facilities and Commercial Centers Policy T – 7.1.2.b.1

Description: Does this route connect to community facilities or commercial centers?

Does this improvement:

- Provide direct access to facilities or services?
- Ensure that the route links to a safe direct access to facilities or services?

Points: 3 = Route provides access to frequently used community facilities and commercial centers.

2 = Route provides access to moderately used community facilities and commercial centers.

1 = Route provides access to infrequently used community facilities or commercial centers.

3. Continuity – Link Policy T – 7.1.2.b.1

Description: Does this route complete gaps in the City's walkway system?

Does this improvement:

- Complete important pedestrian routes?
- Make important destinations more accessible to users?
- Ultimately develop a web of walkways?

Points: 6 = Route links to sidewalk and is 350 feet or less in length.

4 = Route links to sidewalk and is between 350 feet and 650 feet in length.

2 = Route links to sidewalk is over 650 feet in length.

4. Connectivity to transit routes and facilities Policy T – 7.1.2.b.2

Description: Is this route also a route for transit or provide access to transit?

- Points:** 3 = Route is on a public transit route with transit stops.
2 = Route is within 650 feet from a public transit route with transit stops.
1 = Route provides access to public transit where sidewalks do not exist on adjacent pedestrian routes (beyond 650 feet from a public transit route).

5. Distance from Schools

Description: Is this route within a mile of a public school?

Does this improvement:

- Provide access to a public school?
- Provide a safe route for schoolchildren to and from school?
- Serve elementary schools?

- Points:** 6 = Route is a designated elementary school route.
4 = Route is commonly used by walking students.
2 = Route is within a half mile of school.

6. Public Support

Description: Does the public support the development of this route?

- Points:** 3 = Route has been supported by a petition filed with a large number of signatures from abutting and nearby property owners and the general public.
2 = Route has been the subject of a number of citizen comments at public meetings.
1 = Route has been the subject of some concern at public meetings.

Attachment B

Sidewalk Project Ranking - Sorted

LEGEND

- Segments selected to six year sidewalk implementation plan
- Based on 68th Sidewalk Study cost estimate, June 2008 (includes retaining walls along alignment).

Note: SR522 Project segments are not listed.
Arrowhead Drive is not an arterial segment, but was previously identified as a citizen hot spot; possible candidate for "safe route to schools" grant project.

				Pedestrian Safety	Distance from Schools	Connectivity with Community Facilities and Commercial Centers	Connectivity to Transit Routes & Facilities	Continuity-Link	Public Support	Total Points	Existing Conditions	Unit Cost	Estimated Total Cost
NE 202nd ST	62nd Ave NE	66th Ave NE	1850	3	6	2	3	2	2	18	B	\$900	\$1,665,000
NE 202nd ST	66th Ave NE	NE 198th ST	900	3	6	2	3	2	2	18	B	\$800	\$720,000
NE 155th ST	84TH AVE	86TH AVE	508	3	4	2	3	4	1	17	B	\$500	\$254,000
68th Ave NE	NE 187TH ST	NE 185TH ST	464	3	4	3	3	2	2	17	A	\$1,100	\$510,400
68th Ave NE	NE 182ND ST	NE 185TH ST	466	3	4	3	3	2	2	17	B	\$500	\$233,000
68th Ave NE	NE 198TH ST	NE 195TH ST	1192	3	4	2	3	2	2	16	A	\$1,100	\$1,311,200
68th Ave NE	NE 195TH ST	NE 191ST ST	1236	3	4	2	3	2	2	16	A	\$1,100	\$1,359,600
68th Ave NE	NE 191ST ST	NE 190TH ST	120	3	4	2	3	2	2	16	A	\$1,100	\$132,000
68th Ave NE	NE 190TH ST	NE 187TH ST	884	3	4	2	3	2	2	16	A	\$1,100	\$972,400
NE 192nd ST	73RD AVE	75TH AVE	626	3	4	2	0	6	1	16	A	\$700	\$438,200
NE 192nd ST	75TH AVE	80TH AVE	1637	3	4	2	0	6	1	16	A	\$700	\$1,145,900
Arrowhead Drive	64th Ave NE	NE 151st ST	1,000	3	6	2	2	0	3	16	B	\$500	\$500,000
62nd Ave NE	61st Ave NE	NE 202nd ST	300	3	4	2	3	2	2	16	B	\$900	\$270,000
NE 181st ST	East of 68th	73RD AVE	658	3	0	3	2	6	2	16	B	\$500	\$329,000
NE 181st ST	65TH AVE	67TH AVE	462	3	0	2	3	6	1	15	A	\$700	\$323,400
Juanita DR NE	NE 154TH CT	NE 153RD PL	651	3	6	2	3	0	1	15	B	\$500	\$325,500
Juanita DR NE	NE 153RD PL	NE 149 ST	1281	3	6	2	3	0	1	15	B	\$500	\$640,500
Juanita DR NE	NE 155TH PL	NE 154TH CT	645	2	6	2	3	0	1	14	B	\$500	\$322,500
84th Ave NE	NE 153RD ST	NE 155TH	586	2	6	1	3	0	1	13	A	\$700	\$410,200
84th Ave NE	NE 153 ST	NE 150TH	563	2	6	1	3	0	1	13	A	\$700	\$394,100
65th Ave NE	NE 181ST	BOTHELL WAY NE	304	2	0	3	2	6	0	13	C	\$400	\$121,600

65th Ave NE	BOTHELL WAY NE	NE 175TH ST
Juanita DR NE	NE 160TH ST	NE 158TH ST
Juanita DR NE	NE 158TH ST	NE 155TH PL
NE 155th ST	NE 153rd PL	73 PL NE
NE 155th ST	73 PL NE	74TH AVE
NE 155th ST	74TH AVE	75TH AVE
NE 155th ST	75TH AVE	76TH PL N
NE 155th ST	76TH PL NE	78TH AVE NE
NE 155th ST	78TH AVE NE	79TH AVE NE
84th Ave NE	NE 150TH	NE 150TH
84th Ave NE	NE 150TH	NE 148TH
84th Ave NE	NE 148TH	NE 147TH
84th Ave NE	NE 147TH	NE 147TH
84th Ave NE	NE 147TH	NE 146TH
84th Ave NE	NE 146TH	NE 145TH
68th Ave NE	NE 175 ST	NE 170 ST
Simonds Rd NE	NE 157TH	NE 155TH
Simonds Rd NE	NE 155TH	88TH AVE
80th Ave NE	NE 195 ST	NE 192ND
80th Ave NE	NE 192 ST	NE 190 ST
Juanita DR NE	NE 149TH	NE 148TH
Juanita DR NE	NE 148TH	NE 147TH
Juanita DR NE	NE 147TH	NE 145TH
Juanita DR NE	NE 170TH ST	NE 166 CT (PRIVATE)
Juanita DR NE	NE 166TH CT	NE 165TH ST
Juanita DR NE	NE 165TH ST	NE 163RD ST
Juanita DR NE	NE 163RD ST	NE 160TH ST
80th Ave NE	NE 179TH LN\PL	NE 177TH
NE 181st ST	61ST AVE NE	62ND AVE NE
NE 181st ST	62ND AVE	63RD AVE
NE 181st ST	63RD AVE NE	64TH AVE NE

	Pedestrian Safety	Distance from Schools	Connectivity with Community Facilities and Commercial Centers	Connectivity to Transit Routes & Facilities	Continuity-Link	Public Support	Total Points	Existing Conditions	Unit Cost	Estimated Total Cost
449	1	0	3	2	6	0	12	B	\$500	\$224,500
679	2	2	2	3	2	1	12	B	\$500	\$339,500
367	2	2	2	3	2	1	12	B	\$500	\$183,500
236	2	4	2	3	0	1	12	B	\$500	\$118,000
457	2	4	2	3	0	1	12	B	\$500	\$228,500
292	2	4	2	3	0	1	12	B	\$500	\$146,000
669	2	4	2	3	0	1	12	B	\$500	\$334,500
463	2	4	2	3	0	1	12	B	\$500	\$231,500
502	2	4	2	3	0	1	12	B	\$500	\$251,000
181	2	4	1	3	0	1	11	A	\$700	\$126,700
325	2	4	1	3	0	1	11	A	\$700	\$227,500
327	2	4	1	3	0	1	11	A	\$700	\$228,900
209	2	4	1	3	0	1	11	A	\$700	\$146,300
136	2	4	1	3	0	1	11	A	\$700	\$95,200
307	2	4	1	3	0	1	11	A	\$700	\$214,900
2085	2	0	2	3	2	2	11	C	\$400	\$834,000
753	2	6	1	1	0	1	11	B	\$500	\$376,500
220	2	6	1	1	0	1	11	B	\$500	\$110,000
925	3	0	0	1	6	1	11	A	\$700	\$647,500
425	3	0	0	1	6	1	11	A	\$700	\$297,500
131	2	2	2	3	0	1	10	B	\$500	\$65,500
372	2	2	2	3	0	1	10	B	\$500	\$186,000
87	2	2	2	3	0	1	10	B	\$500	\$43,500
743	2	0	2	3	2	1	10	B	\$500	\$371,500
684	2	0	2	3	2	1	10	B	\$500	\$342,000
444	2	0	2	3	2	1	10	B	\$500	\$222,000
849	2	0	2	3	2	1	10	B	\$500	\$424,500
454	3	0	0	2	4	1	10	B	\$500	\$227,000
428	3	0	2	3	0	1	9	A	\$700	\$299,600
492	3	0	2	3	0	1	9	A	\$700	\$344,400
417	3	0	2	3	0	1	9	A	\$700	\$291,900

NE 181st ST	64TH AVE NE	65TH AVE NE
61st Ave NE	60TH AVE NE	NE 181ST ST
80th Ave NE	NE 190TH	NE 185TH
80th Ave NE	NE 185TH	NE 183RD
80th Ave NE	NE 183RD	NE 179TH LN\PL
61st Ave NE	NE 193RD ST	NE 190TH ST
61st Ave NE	NE 190TH ST	60TH AVE NE
61st PI NE	CITY LIMITS	62ND AVE
61st PI NE	62ND AVE NE	NE 200TH ST
61st PI NE	NE 200TH ST	NE 197TH ST
61st PI NE	NE 197TH	60TH AV NE
61st Ave NE	60TH AVE NE	NE 195 PL
61st Ave NE	NE 195TH PL	NE 194TH PL
61st Ave NE	NE 194TH PL	NE 192RD PL
61st Ave NE	NE 193RD PL	NE 193RD ST
NE 170th ST	JUANITA DR NE	70TH AVE NE
73rd Ave NE	NE 204TH	NE 204TH
73rd Ave NE	NE 204TH	NE 202ND
73rd Ave NE	NE 202ND	NE 192ND
80th Ave NE	NE 205TH ST / City Limits	NE 203 ST
80th Ave NE	NE 203 ST	NE 195 ST
NE 170th ST	70TH AVE NE	72ND AVE NE
NE 170th ST	72ND AVE NE	75TH AVE NE
NE 170th ST	75TH AVE	79TH PL N
83rd PL NE	Bothell WAY NE	82nd Ave NE
73rd Ave NE	CITY LIMITS	NE 204TH
Simonds Rd NE	79TH PL N	NE 169TH
Simonds Rd NE	NE 169TH	NE 166TH
Simonds Rd NE	NE 166TH	NE 165TH
Simonds Rd NE	NE 165TH	NE 162ND
Simonds Rd NE	NE 162nd PL	NE 162nd CT

	Pedestrian Safety	Distance from Schools	Connectivity with Community Facilities and Commercial Centers	Connectivity to Transit Routes & Facilities	Continuity-Link	Public Support	Total Points	Existing Conditions	Unit Cost	Estimated Total Cost
709	3	0	2	3	0	1	9	A	\$700	\$496,300
1717	3	0	2	3	0	1	9	C	\$400	\$686,800
1300	3	0	0	1	4	1	9	B	\$500	\$650,000
460	3	0	0	1	4	1	9	B	\$500	\$230,000
998	3	0	0	1	4	1	9	B	\$500	\$499,000
439	3	0	1	3	0	1	8	C	\$400	\$175,600
959	3	0	1	3	0	1	8	C	\$400	\$383,600
194	3	0	1	3	0	1	8	C	\$400	\$77,600
1158	3	0	1	3	0	1	8	C	\$400	\$463,200
531	3	0	1	3	0	1	8	C	\$400	\$212,400
589	3	0	1	3	0	1	8	C	\$400	\$235,600
795	3	0	1	3	0	1	8	C	\$400	\$318,000
277	3	0	1	3	0	1	8	C	\$400	\$110,800
190	3	0	1	3	0	1	8	C	\$400	\$76,000
169	3	0	1	3	0	1	8	C	\$400	\$67,600
742	2	0	2	3	0	1	8	B	\$500	\$371,000
85	2	2	1	0	2	0	7	B	\$500	\$42,500
427	2	2	1	0	2	0	7	B	\$500	\$213,500
2514	2	2	1	0	2	0	7	B	\$500	\$1,257,000
682	3	0	0	1	2	1	7	A	\$700	\$477,400
1953	3	0	0	1	2	1	7	A	\$700	\$1,367,100
568	2	0	2	1	0	1	6	B	\$500	\$284,000
1016	2	0	2	1	0	1	6	B	\$500	\$508,000
1213	2	0	2	1	0	1	6	B	\$500	\$606,500
500	2	0	1	1	2	0	6	B	\$500	\$250,000
227	2	0	1	0	2	0	5	B	\$500	\$113,500
539	2	0	1	1	0	1	5	B	\$500	\$269,500
729	2	0	1	1	0	1	5	B	\$500	\$364,500
257	2	0	1	1	0	1	5	B	\$500	\$128,500
229	2	0	1	1	0	1	5	B	\$500	\$114,500
289	2	0	1	1	0	1	5	B	\$500	\$144,500

Arterial Total (Rounded): \$36,000,000

Attachment C

City of Kenmore Sidewalk Program

Engineer's Estimate of Probable Construction Costs

Sidewalk Improvements (For 200 LF Increments)

ITEM NO.	ITEM	UNIT	UNIT PRICE	QUANTITY	COST	With 50% Contingency	With 40% Admin	Walkway Unit Cost
Scenario A - Construct 6.5-foot wide sidewalk, curb, gutter and storm drainage on one side (where only shoulders exist).								
1	Mobilization (10%)	LS	\$5,400	1.00	\$5,400			
2	Surveying (5%)	LS	\$2,700	1.00	\$2,700			
3	Curb and Gutter	LF	\$24	200.00	\$4,800			
4	Sidewalk PCC	SF	\$7	1,300.00	\$9,100			
5	4" Asphalt/5" ATB (4' Wide Patch)	SF	\$9	800.00	\$7,200			
6	Sawcut Pavement	LF	\$5	200.00	\$1,000			
7	Pavement Removal	SF	\$5	800.00	\$4,000			
8	Stormfilter Catch Basin Type 1 (Media Filter) w/Maint (2/200 LF)	EA	\$3,500	2.00	\$7,000			
9	12" Conc. SD inclu. excavation, placement and backfill	LF	\$70	150.00	\$10,500			
10	ADA Ramps	EA	\$1,800	2.00	\$3,600			
11	Clearing & Grubbing	LS	\$2,000	1.00	\$2,000			
12	Street Trees (1 every 40 feet @ \$500 EA)	EA	\$500	4.00	\$2,000			
13	Irrigation System	LS	\$2,500	1.00	\$2,500			
14	Temporary Erosion & Sediment Control	LS	\$500	1.00	\$500			
15	Traffic Control (2 flaggers for 8 HR @ \$60/HR)	LS	\$1,000	1.00	\$1,000			
					\$63,300	\$94,950	\$132,930	\$700
Scenario B - Construct 6.5-foot wide sidewalk, curb and gutter on one side (where shoulder and storm drainage exist).								
1	Mobilization (10%)	LS	\$3,600	1.00	\$3,600			
2	Surveying (5%)	LS	\$1,800	1.00	\$1,800			
3	Curb and Gutter	LF	\$24	200.00	\$4,800			
4	Sidewalk PCC	SF	\$7	1,300.00	\$9,100			
5	4" Asphalt/5" ATB (4' Wide Patch)	SF	\$9	800.00	\$7,200			
6	Sawcut Pavement	LF	\$5	200.00	\$1,000			
7	Pavement Removal	SF	\$5	800.00	\$4,000			
8	ADA Ramps	EA	\$1,800	2.00	\$3,600			
9	Clearing & Grubbing	LS	\$2,000	1.00	\$2,000			
10	Street Trees (1 every 40 feet @ \$500 EA)	EA	\$500	4.00	\$2,000			
11	Irrigation System	LS	\$2,500	1.00	\$2,500			
12	Temporary Erosion & Sediment Control	LS	\$500	1.00	\$500			
13	Traffic Control (2 flaggers for 8 HR @ \$60/HR)	LS	\$1,000	1.00	\$1,000			
					\$43,100	\$64,650	\$90,510	\$500
Scenario C - Construct 6.5-foot wide sidewalk on one side (where curb, gutters and storm drainage exist).								
1	Mobilization (10%)	LS	\$2,600	1.00	\$2,600			
2	Surveying (5%)	LS	\$1,300	1.00	\$1,300			
3	Sidewalk PCC	SF	\$7	1,300.00	\$9,100			
4	4" Asphalt/5" ATB (4' wide Patch)	SF	\$9	400.00	\$3,600			
5	Sawcut Pavement	LF	\$5	200.00	\$1,000			
6	Pavement Removal	SF	\$5	400.00	\$2,000			
7	ADA Ramps	EA	\$1,800	2.00	\$3,600			
8	Clearing & Grubbing	LS	\$2,000	1.00	\$2,000			
9	Street Trees (1 every 40 feet @ \$500 EA)	EA	\$500	4.00	\$2,000			
10	Irrigation System	LS	\$2,500	1.00	\$2,500			
11	Temporary Erosion & Sediment Control	LS	\$500	1.00	\$500			
12	Traffic Control (2 flaggers for 8 HR @ \$60/HR)	LS	\$1,000	1.00	\$1,000			
					\$31,200	\$46,800	\$65,520	\$400

Note: The above scenarios do not account for the additional 1.5' sidewalk width, utility undergrounding, and pedestrian illumination that would be required in the City's Downtown.

Attachment D

Table 1. Funding Sources

GRANT SOURCE	AGENCY	MATCHING REQUIREMENTS	ELEGIBLE PROJECTS						DESCRIPTION	CONTACT OR WEBSITE
			Acquisition	Planning	Design	Construction	Education	Maintenance		
FEDERAL FUNDING										
Surface Transportation Program (STP)	Puget Sound Regional Council (PSRC)	20%	√	√	√	√	√	√	Flexible funding that may be used by states and localities for projects to preserve and improve the transportation system consistent with regional priorities.	http://www.wsdot.wa.gov/localprograms/ProgramMgmt/STP.htm
Federal Highway Safety Improvement Program (HSIP)	WSDOT – City Safety Program	10%		√	√	√	√		The goal of the program is to reduce fatal and serious injury collisions.	Traffic Services Branch Manager, Susan Bowe, PE, 360-705-7380, BoweS@wsdot.wa.gov
Railway-Highway Crossing Program (RHC)	WSDOT – City Safety Program	10% depending on project		√	√	√			These funds are designated for improvements to highway-rail grade crossings to eliminate safety hazards.	Traffic Services Branch Manager, Susan Bowe, PE, 360-705-7380, BoweS@wsdot.wa.gov
Safe Routes to School	WSDOT	0% required, match preferred		√	√	√	√		Enable and encourage children to walk and bicycle to school. Funding from this program is for projects within two-miles of primary and middle schools.	http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm
Community Development Block Grants	HUD	N/A	√				√	√	Primarily for community revitalization, may be used to fund streetscape improvements.	http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm
Transportation, Community, and System Preservation Program (TCSP)	FHWA	20%		√	√				Provides federal funding for transit-oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services, and trade centers.	http://www.fhwa.dot.gov/tcsp/ http://www.fhwa.dot.gov/discretionary/tcsp2012info.htm
Federal Lands Highway Funds	Federal Highway Administration	11%	√	√	√	√	√	√	Eligible projects must appear in State Transportation Improvement Program.	Contact Washington Division, Federal Highway Administration http://www.fhwa.dot.gov/wadiv/
STATE FUNDING										
Pedestrian and Bicycle Safety Program	WSDOT	0% required, match preferred		√	√	√	√		Grants to support pedestrian and bicycle safety projects such as shared-use paths, sidewalks, safe routes to school and transit. Invited agencies only.	Kathleen Davis, H&L Director, 360-705-7871 http://www.wsdot.wa.gov/bike/Funding.htm
Transportation Improvement Board (TIB) Sidewalk, Urban Arterials and Urban Corridors Program	TIB	20%			√	√			Grant funding generated by statewide gas tax. State grant funding for arterials, sidewalks, and safety measures.	http://www.tib.wa.gov/grants/urban/SP.cfm
LOCAL FUNDING										
Real Estate Excise Tax (REET)	King County	N/A			√	√			REET funding can be used for limited types of transportation projects.	http://www.kingcounty.gov/business/Forecasting/Forecasts/REET.aspx

LOCAL FUNDING (CONTINUED)									
Transportation Benefit District (TBD)	City of Kenmore	N/A			√	√	√	In 2012, the City Council created a TBD and the TBD approved a \$20 vehicle registration fee within the Kenmore City Limits to pay for transportation improvements. Projects include annual street repaving and the installation of sidewalks, ramps, and pedestrian crossings within the City of Kenmore.	http://www.kenmorewa.gov/Page.aspx?cid=3045
Developer Delay of Street Improvement Agreements or Fee-in-Lieu Sidewalk Contributions	City of Kenmore	N/A			√	√	√	Developers may be directed by the City to enter into a delay of street improvement agreement or pay a fee in lieu of constructing frontage improvements if site conditions warrant or if a future City project is planned in the area.	
Traffic Impact Fees	City of Kenmore	N/A			√	√		Traffic impact fees may be used to fund projects in the City's Comprehensive Plan Transportation Element.	http://www.kenmorewa.gov/Page.aspx?cid=1146

**CITY OF KENMORE, WASHINGTON
T 27 SIDEWALK PROGRAM
FOR THE YEARS 2013-2018**

Project Description	2013 Proposed	2014 Proposed	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2013-2018 Totals
T 27-1 East Side of 68th Ave NE from 182nd to 185th ST	\$237,942						\$237,942
T 27-2 North Side of 155th ST from 84th to 86th Ave		\$487,000					\$487,000
T 27-3 South Side of 181st ST from 68th to 73rd Ave			\$347,500				\$347,500
T 27-4 West Side of 68th Ave/202nd ST from 198th ST to 66th Ave				\$144,000	\$576,000		\$720,000
T-27-5 West Side of Arrowhead Drive from 64th Ave to 151st ST					\$100,000	\$400,000	\$500,000
Total Project Costs	\$237,942	\$487,000	\$347,500	\$144,000	\$676,000	\$400,000	\$2,292,442
Remaining Fund Balance at Year's End	\$115,465	\$69,365	\$65,115	\$525,115	\$299,115	-\$885	
Funding:							
Real Estate Excise Tax - Set Aside Sidewalks	\$174,950	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$674,950
Secured State/TIB	\$178,457						178,457
Unsecured State/TIB				504,000			504,000
Unsecured WSDOT Pedestrian and Bicycle Program		340,900					340,900
Unsecured WSDOT Safe Routes to Schools					350,000		350,000
Unsecured King County Community Development Block Grants			243,250				243,250
Total Project Funding	\$353,407	\$440,900	\$343,250	\$604,000	\$450,000	\$100,000	\$2,291,557

City contributions to sidewalk projects assume 25% matching funds and 5% upfront grant preparation and staff administration costs.

Attachment E

